

The Sydney Morning Herald.

"IN MODERATION PLACING ALL MY GLORY, WHILE TORIES CALL ME WHIG—AND WHIGS A TORY."

VOL. XV. FRIDAY, JUNE 2, 1843. NO. 1885.

For one inch and under, Two Shillings and Sixpence, and One Shilling for every additional inch, for each insertion.

TERMS OF SUBSCRIPTION.
Sydney, Fifteen Shillings per Quarter. Single Numbers, Sixpence. Country, Seventeen Shillings and Sixpence per Quarter. Ten per cent. discount for payment in advance, and ten per cent. added to accounts are allowed to run over six months.

Any person authorized to receive Money and Communications on a count of the "SYDNEY MORNING HERALD," except at the Office of Publication, Lower George-street, Sydney) are Mr. JOHN HARRIS, and Mr. Wm. BAILY, Collectors, Sydney; Mr. JOSEPH HUNT, Balmoral; Mr. JOHN LINSOME, Bathurst; Mr. LARAN WHITE, Windsor; Mr. HUGH TAYLOR, Parramatta; Mr. A. W. LARMYRE, Maitland and Wollombi; — Campbelltown; Mr. JOHN CULMANN, Penrith; Mr. R. DAWSON, Wallangarra; Mr. ROBERT CALDEA, Cabinetmaker, Goulburn; Mr. JOHN MCKINLAY, Postmaster, Casino; Mr. JOHN GRAY, Quirindi; Mr. ARTHUR BROWN, Deputy Postmaster, Singleton and Jerry's Plains; Mr. WILLIAM PRITCHARD, Deputy KEMP and FAIRFAX, who hereby give Notice that no other will be acknowledged for debts accruing from January 1, 1841.

The "SYDNEY MORNING HERALD" is Published every Morning (Sundays excepted); and the Quarters of the 31st March, 21st June, 20th September, and 21st December; at which periods ONLY can Subscribers decline by giving Notice and paying the amount due to the end of the Current Quarter. ADVERTISEMENTS must specify on the face of them the number of times they are intended to be inserted, or they will be continued till countermanded, and charged to the party. No Advertisements can be withdrawn after Eleven o'clock, a.m., but new ones will be received until Nine o'clock in the Evening. No verbal communications can be attended to, and all letters must be paid, or they will not be taken in.

SPECIAL NOTICE.
THE Subscribers to this Paper, and the Public generally, are respectfully informed, that in future the following Rules will be strictly adhered to—

In Sydney.—No new Subscribers will be received without one quarter being paid in advance, for which ten per cent. will be allowed; the subscription in advance being 13s. 6d. per quarter.

In the Country.—No new Subscribers will be received without one-half year being paid in advance, for which ten per cent. will be allowed; the subscription in advance being £1 11s. 6d. per half year; and the Proprietors must be furnished with a written undertaking that all future payments, for subscription and charges of advertisements, shall be made in Sydney, or by the hands of an Agent. In all cases, whether in Town or Country, the names of persons will be struck off the subscription list, when the arrears against them have stood over twelve months, and proceedings for recovering the amount so will be instituted.

No advertisements will be received from persons who are not Subscribers without payment in advance, either remittance or an order upon some responsible individual in Sydney.

In all cases of Insolvency, when the party is a Subscriber to this journal, the name is at once erased from the Subscribers' Book; and if he wishes to take the paper in future, must comply with the rule affecting new Subscribers, and pay in advance.

KEMP AND FAIRFAX.
Lower George-street.

STEAM TO CLARENCE TOWN.

Steamer BOAT will leave Maitland for Clarence Town, Monday next, 5th June, and return to Morphett's the same evening.

FRANCIS CLARKE, Manager.

Water River Steam Navigation Company's Wharf, May 25.

329

"SEAHORSE" STEAM SHIP.

Navigation between Sydney, Hobart, and Van Diemen's Land, and Port Phillip.

THE STEAMSHIP SEAHORSE

will be at Sydney, from the 15th Inst.

PORT TOWNS ON Wednesday evening, 7th June, at 6 o'clock.

GEO. B. DUNIUM,

Cookman's Wharf, Dublin.

6171

SHIP "DUBLIN"—BOTTOMRY

WANTED: A botany ra-

tion, the extent of seven hundred pounds. The ship is about to proceed to Auckland, New Zealand, from thence to the west coast of South America, and I need a cargo for England. N.B. Should sufficient information be had out, there will be no objection to this ship chartering for any part of the world.

Application to be made by letter to

GEO. B. DUNIUM,

Cookman's Wharf, Dublin.

EXCHANGEB UPON LONDON.

THE ROYAL BANK OF AUSTRALIA'S

hereby give notice, that they will dispose

of their drafts on London at thirty days' sight, in such sums as may be required.

J. P. ROBINSON,

Resident Director.

Office, No. 2, Church-street.

5199

SYDNEY SALTING COMPANY.

Mr. COOPER has now commenced his operations and requires the services of

of rendering himself of assistance to inform me by letter of the number of the

Cattle to be cured, &c. when they can be delivered.

JOHN INCHES, Manager.

Bawin's Buildings, near the Custom House.

6196

ASSESSMENT OF BUILDINGS.

TOWN Clerk's Office.

18th May, 1843

NOTICE is hereby given, that a Meeting of

the City Council will be held at the hour

of two o'clock in the afternoon, in the Connaught Chambers in York-street, and will be adjourned from day to York to the same hour, for the sole purpose of

Taking into consideration and determination upon

the Assessment Lists, and the amount of Assessment

and which were entered and notified to the Town Clerk on or before Thursday last, the 11th instant.

Any person interested in and being desirous

so much as to attend at such meetings, is

requested to attend at such meetings accordingly.

The objections to the Assessment Lists will

be proceeded with in the following order:

First—Councillor, on Friday and Saturday,

the 1st and 2nd of June, 1843.

Second—For Philip Ward, Monday and

Tuesday, the 5th and 6th of June next, at 3 o'clock.

C. H. CHAMBERS.

Town Clerk.

7477

FOR LAUNCESTON.

To sail positively on Tuesday, 6th instant.

THE fine fast-sailing brig

UNION, now lying at our Com-

pany's Wharf, Daring Harbour.

For freight or passage apply to

JOHN JONES,

Miller's Point.

FOR TAHITI DIRECT.

To sail in six days.

THE well-known fast-sailing

COQUETTE,

90 tons, Captain Galt, to sail

about the 1st June. For freight

or passage apply to

R. W. ROBINSON,

King-street, West.

6731

FOR VALPARAISO,

and WILL CALL AT

THE fine fast-sailing Clyde-built brig.

J. Hamilton, commander, will immediately despatch. For freight or passage apply to

ALEXANDER ANDERSON,

No. 1, Lower George-street.

FOR CHINA DIRECT.

Liberty to China and Singapore,

if sufficient indulgence offered.

COQUETTE,

90 tons, Captain Galt, to sail

about the 1st June. For freight

or passage apply to

R. W. ROBINSON,

King-street, West.

6731

FOR MADRAS.

To sail on the 6th June.

THE well-known fast-sailing Barque

WINSCALE,

Captain J. Couney, 400 tons

register. For freight or

passage apply to

R. W. ROBINSON,

King-street, West.

6731

TO THE ELECTORS OF SYDNEY.

THE AL SHIP FAMA

259 tons burthen, has good

quarters for freight or passage apply to

CAMPBELL AND CO.

London, May 23.

7083

FOR LONDON DIRECT.

(To follow the brig HARLEquin.)

THE fine fast-sailing Al-

TAMENT,

153 tons burthen, Captain Finnie,

Commander, has all her deck gear ready for

freight or passage apply to Captain Finnie, on board, or to

RAMSAY, YOUNG, AND CO.

Hunter-street, May 16.

7075

FOR LONDON DIRECT.

THE fine fast-sailing Al-

BERNIE,

153 tons burthen, Captain Finnie,

Commander, will be ready for

freight or passage apply to Captain Finnie, on board, or to

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on of Papal authority, we might have waited at least he would have referred questions to the decision of him, to whose as supreme ruler of the Church on Earth he must have known it to belong.

and yet he writes that "the greater weight,

delightful end of very great excellencies,

and yet the most men, he received almost

all the same answer; that if he would

put out the fraud, and avoid the snare of

ties, and continue sounding in the true faith,

could by God's grace, and the Council,

serve him well by these two means: first,

the authority of the law of God; and

by the tradition of the Church

which he interpreted of Scripture; but as

he thus interpreted that law of God, as the rule,

the doctrine is decidedly opposed to it. Had

he held the modern theory of a supreme ruler,

it is possible that among all the subjects for

government, there should have been

one or two whom he could apply this

to; but as the Pope believes, do as the Church

tells you."

He mentions with

three Bishops of the Roman Church,

there is not a single hint that he had

any such power in it, in any sense

of rule of unity either in doctrine or discipline,

although he wrote upon a subject

which most imperatively required it;

and the assessment which should have been

at that sum; that the notice had therefore been

served in order that the assessment might be

equalized.

The appellant stated, the house contained

but four rooms, neither of which measured

twelve feet across, and that he paid but one

dollar a week.

Upon comparison with the house rated at £75, it was found that although Christmas's

house was much larger, it was superior to

the same rated at £75.

William Cahill, Castlereagh-street, assessed at £61, objected on the ground that he paid but £20 a week.

It appeared from the evidence of Mr. Cahill,

that he had no objection to pay more than

£20 a week, and that he had

no objection to pay less.

He further stated, that he had no objection to pay more than £20 a week, and that he had

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**AMERICAN NOTES
FOR
GENERAL CIRCULATION.**
BY CHARLES DICKENS.
CHAPTER VIII.
THE PASSAGE HOME.

I NEVER had so much interest before, and very likely I shall never have so much interest again, in the state of the wind, as on the long looked-for morning of Tuesday, the seventh of June. Some nautical authority had told me a day or two previous, "anything with west in it will do," so when I darted out of bed at daylight, and throwing up the window, was saluted by a lively breeze from the north-west, which had sprung up in the night, it came upon me so freshly, rustling with so many happy associations, that I conceived upon the spot a special regard for all nirs blowing from that quarter of the compass, which I shall cherish, I dare say, until my own wind has breathed its last puff, and withdrawn itself for ever from the mortal calendar.

The pilot had not been slow to take advantage of this favourable weather, and the ship which yesterday had lain in such a crowded dock, that she might have retired from trade for good and all, for any chance she seemed to have of going to sea, was now full sixteen miles away. A gallant sight she was, when we, just gaining her in a steamboat, saw her in the distance, riding at anchor; she tall mast pointing up in graceful lines against the sky, and every rope and spar expressive in delicate and threadlike outline; gallant too, when we were all aboard, the anchor came up to the sturdy chorus, "Cheerly men, off cheerly!" and she followed proudly in the towing steamboat's wake; but bravest and most gallant of all, when the tow-rope being cast astern, the canvas lowered from her masts, and spreading her white wings, she soared away upon her free and solitary course.

In the after-cabin we were only fifteen passengers in all, and the greater part were from Canada, where some of us had known each other. The night was rough and equally so were the next two days, but they flew by quickly, and we were soon as cheerful and as snug a party, with an honest, manly-hearted captain at our head, as ever came to the resolution of being mutually agreeable, on land or water.

We breakfasted at eight, inched at twelve, dined at three, and took our tea at half-past seven. We had abundance of amusements, and dinner was not the least among them: firstly, for its own sake; secondly, because of its extraordinary length: its duration, inclusive of all the long pauses between the courses, being added on less than two hours and a half; which was a subject of never-failing entertainment. By way of beguiling the tediousness of these banquets, a select association was formed at the lower end of the table, below the mast, to whose distinguished president modestly forbade me to make any further allusion, which, being a very hilarious and jovial institution, was (judging apart) in high favour with the rest of the community, and particularly with a black steward, who lived for three weeks in a broad grin at the marvellous humour of these incorporated worthies.

Then we had chess for those who played it, whist, cribbage, books, back-gammon, and shoveboard. In all quarters fair or foul, calm or windy, we were everywhere on deck, walking up and down in pairs, lying in the boats, leaning over the side, or chatting in a lazy group together. We had no lack of music, for one played the accordion, another the violin, and another, who usually began at six o'clock, a.m.) the key bugle: the combined effect of which instruments, when they all played different tunes, in different parts of the ship, at the same time, and within hearing of each other, as they sometimes did (everybody being intensely satisfied with his own performance), was sublimely hideous.

When all these means of entertainment failed, a sail would heave in sight; looming, perhaps, the very spirit of a ship, in the misty distance, or passing so close that through our glasses we could see the people on her decks, and easily make out her name, and whether she was bound. For hours together we could watch the dolphins and porpoises as they rolled, and leaped, and dived around the vessel; or those small creatures ever on the wing, the Mother Carey's chickens, which had borne us company, from New York Bay, and for a whole fortnight fluttered about the vessel's stern. For some days, we had a dead calm, or very light winds, during which the crew amused themselves with fishing, and hooked an unlucky dolphin, who expired in all his rainbow colour on the deck: an event of such importance in our barren calendar, that afterwards we dated from the dolphin, and made the day on which he died, an era.

Besides all this, when we were five or six days out, there began to be much talk of icebergs, of which wandering islands an unusual number had been seen by the vessels that had come into New York a day or two before we left that port, and of whom dangerous neighbourhood we were warned by the sudden coldness of the weather, and the sinking of the mercury in the barometer. While these tokens lasted, a double lookout was kept, and many dismal tales were whispered, after dark, of ships that had struck upon the ice and gone down in the night; but the wind obliged us to hold a southward course, we saw none of them, and the weather soon grew bright and warm again.

The observation every day at noon, and the subsequent working of the vessel's course, was, as may be supposed, a feature in our lives of paramount importance; nor were there wanting (as there never are) sanguine doubters of the captain's calculations, who, as soon as his back was turned, would, in the absence of compasses, measure the chart with bits of string, and ends of pocket-handkerchiefs, and points of snuffers, and clearly prove him to be wrong by an odd thousand miles or so. It was very edifying to see these uncles shake their heads and frown, and hear them hold forth strongly upon navigation: not that they knew anything about it, but that they always mis-trusted the captain in case of accident, and even hinting at subscriptions for a piece of plates, and who next morning when the breeze had lulled, and all the sails hung useless in the idle air, shake their despondent heads again, and say, with screwed-up lips, they hope that Captain is a sailor, but they surely don't trust him; that they do.

It even became an occupation in the cabin to wonder when the wind would spring up in the favourable quarter, where, it was clearly shown by all the rules and

precedents, it ought to have sprung long ago. The first mate, who whistled for it zealously, was much respected for his perseverance, and was regarded even by the unbelievers as a first-rate sailor. Many gloomy looks would be cast upward through the cabin skylights at the flapping sails while dinner was in progress; and some growing bold in rufeness, predicted that we should land about the middle of July. There are always on board ship, a Sanguine One and a Despondent One. The latter character ceded it hollow at this period of the voyage, and triumphed over the Sanguine One at every meal, by inquiring where he supposed the Great Western (which left New York a week after us) was now; and where he supposed the Unard steam-boat was now; and what he thought of sailing vessels as compared with steam-ships now; and so beset his life with pestilent attacks of that kind, that he too was obliged to affect despondency, for very peace and quietude.

These were additions to the list of entertaining incidents, but there was still another source of interest. We sailed in the steerage nearly a hundred passengers: a little world of poverty: and as we came to know individuals among them, from looking down upon the deck when they took the air in the daytime, and cooked their food, and very often ate it too, we became curious to know their histories, and with what expectations they had gone out to America, and on what errands they were going home, and what their circumstances were. And, as far as melan-choly grandeur, in its soft and gentle influence, seems to comfort while it saddens. I recollect, when I was a very young child, having a fancy that the reflection of the moon in water was a path to Heaven, trodden by the spirits of good people on their way to God; and this old feeling often came over me again, when I watched on a tranquil night at sea.

The wind was very light on this same Monday morning, but it was still in the right quarter; so, by slow degrees, we had gone out in the last voyage of that very ship in which they were now returning home. Others had sold their clothes to raise the passage-money, and had hardly rags to cover them; others had no food, and lived upon the charity of the rest; and one man, it was discovered nearly at the end of the voyage, not before—he kept his secret close, and did not court compassion—had had no sustenance whatever but the bones and scraps of fat he took from the plates used in the after-cabin dinner, when they were put out to be washed.

The whole system of shipping and conveying these unfortunate persons, is one that stands in need of thorough revision. If any class deserve to be protected and assisted by the Government, it is that class who are banished from their native land in search of the bare means of subsistence. All that could be done for these poor people by the great compassion and humanity of the captain and officers was done, but they require much more. The law is bound, at least upon the English side, to see that many of them are not put on board one ship; and that their accommodations are decent; not demoralising and profligate. It is bound, too, to make any further allusion, which, being a very hilarious and jovial institution, was (judging apart) in high favour with the rest of the community, and particularly with a black steward, who lived for three weeks in a broad grin at the marvellous humour of these incorporated worthies.

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Dim speck as it was in the wide prospect, it made the sunrise a more cheerful sight, and gave to it that sort of human interest which it seems to want at sea.

There, as elsewhere, the return of day is inseparable from some sense of renewed hope and gladness; but the light shining on the dry waste of water, and showing it in all its vast extent of loneliness, presents a solemn spectacle, which even night, veiling it in darkness and uncertainty, does not surpass.

The rising of the moon is more in keeping with the solitary ocean, and has a sort of melancholy grandeur, which, in its soft and gentle influence, seems to comfort while it saddens. I recollect, when I was a very young child, having a fancy that the reflection of the moon in water was a path to Heaven, trodden by the spirits of good people on their way to God; and this old feeling often came over me again, when I watched on a tranquil night at sea.

The wind was very light on this same Monday morning, but it was still in the right quarter; so, by slow degrees, we had gone out in the last voyage of that very ship in which they were now returning home. Others had sold their clothes to raise the passage-money, and had hardly rags to cover them; others had no food, and lived upon the charity of the rest; and one man, it was discovered nearly at the end of the voyage, not before—he kept his secret close, and did not court compassion—had had no sustenance whatever but the bones and scraps of fat he took from the plates used in the after-cabin dinner, when they were put out to be washed.

The whole system of shipping and conveying these unfortunate persons, is one that stands in need of thorough revision. If any class deserve to be protected and assisted by the Government, it is that class who are banished from their native land in search of the bare means of subsistence. All that could be done for these poor people by the great compassion and humanity of the captain and officers was done, but they require much more. The law is bound, at least upon the English side, to see that many of them are not put on board one ship; and that their accommodations are decent; not demoralising and profligate. It is bound, too, to make any further allusion, which, being a very hilarious and jovial institution, was (judging apart) in high favour with the rest of the community, and particularly with a black steward, who lived for three weeks in a broad grin at the marvellous humour of these incorporated worthies.

Then we had chess for those who played it, whist, cribbage, books, back-gammon, and shoveboard. In all quarters fair or foul, calm or windy, we were everywhere on deck, walking up and down in pairs, lying in the boats, leaning over the side, or chatting in a lazy group together. We had no lack of music, for one played the accordion, another the violin, and another, who usually began at six o'clock, a.m.) the key bugle: the combined effect of which instruments, when they all played different tunes, in different parts of the ship, at the same time, and within hearing of each other, as they sometimes did (everybody being intensely satisfied with his own performance), was sublimely hideous.

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